

OCD

CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALSCOUNTRY Polish-occupied Germany

REPORT

TOPIC Harbor Installations in Swinemuende and StettinEVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 24 November 1950REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) 2 - sketches on dittoREMARKS RETURN TO CIA
LIBRARY25X1 Swinemuende

- 25X1 1. The area from Swinemuende's eastern mole extending south as far as the ferry to Ostswine was controlled by the Soviets. the Soviet district extended 2 to 3 km along the beach and was closely guarded. 25X1
- 25X1 Informant reported that Poles were no longer employed there. Double Soviet guards were stationed in this area at intervals of about 150 meters. No fortifications or guns were observed on the eastern side. The numbers of Soviet naval personnel stationed in Swinemuende was estimated at 500 to 600, not including the crews of the vessels periodically lying in Swinemuende. *
- 25X1 2. Fourteen small Soviet vessels were berthed near the lighthouse. These boats, which appeared to be rotting, resembled large launches. A Soviet guard detail of about 10 men was quartered in the lighthouse and the pilot station. Eight Soviet PT boats were berthed in Osternothafen. 25X1
- 25X1 The crews were on board.
- 25X1 3. On 4 April 1950, the steamship Asia was lying alongside the quay which was the berthing place for destroyers formerly belonging to the German Navy. The Asia was loading troops. The soldiers wore dark-blue and black uniforms and were equipped with fur-lined jackets. **
- 25X1 4. South and upstream of this berth were two mine layers which were not more than 35 meters long, were of light construction, and were painted olive-green. these mine layers put to sea for 25X1
- 25X1 exercises twice a week. The vessels usually carried six mines aboard. For these exercises, the vessels generally headed in a northerly or northwesterly direction from the harbor.
- 25X1 5. Up the river above the berth of the mine layers there was a free quay space, about 80 to 100 meters long, followed by another berth where some old vessels of the German Navy were laid up. Most of them were launches and pinnaces. Some of the boats had been hauled ashore and were rotting. Sometimes a large mine sweeper of about 600 tons was observed lying alongside the free portion of the quay. this vessel was being converted into a buoy tender to be employed in the buoyage service as far as Sassnitz/Ruegen (N 55/P 87).

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A new coal dump for the navy was under construction north of the ferry.

6. On the west side of Swinemuende, which was occupied by the Poles, there was a Soviet Kommandatura with a staff of 20. In a woods partially destroyed by shelling, four canvas-covered guns near the beach were clearly visible. There was little shipping traffic at the quay except for a few fishing vessels and, occasionally, a coal lighter. About 15 to 20 fishing vessels always lay alongside the Richstaden quay where several sheds and small buildings had been reconditioned.
7. The former Klotz boat-building yard had been moved to the northern part of the cove above the railroad ferry. The yard had four slips from which the newly-built vessels were launched transversely. Fishing cutters and drifters were built there; they were 25 to 30 meters long. There were always four vessels on the slips. [redacted] as of spring 1950, 45 vessels had been delivered by the shipyard to the distribution center in Gdynia. One third of the total production was allegedly sent to Pillau. Above the slips were two sheds and two other sheds were under construction.

Fairway and Embankments from Swinemuende to Stettin

8. Late in March 1950, dredging buoys were moored outside the channel through the Haff (lagoon). [redacted] the channel was to be broadened by 80 meters with a depth of 7 meters on either side of the present fairway. On the Leitholm, an artificial island off Ziegenort, there was a Polish guard detail with machine guns. The Leitholm was being lengthened upstream by filling operations. The approach channel to Poelitz was still blocked by a wreck.
9. The loading bridge of the former Feldmuehle, a paper mill, had been dynamited. In the southern branch of the channel leading to the Feldmuehle lay the wreck of the Usambara. The vessel's superstructures, which stuck out of the water, were being burnt off and scrapped.
10. So far as could be observed [redacted] en route to Reiherwaerderhafen (Basen Kaczubski), there was little shipbuilding activity in the shipyards. Except for a few barges and launches, no new vessels could be made out. Minor Soviet and Polish vessels were undergoing repair in the former Oderwerke Shipyard.
11. At the Kratzwiek blast-furnace plant, [redacted] Polish steamers discharged ore [redacted] Periodically Polish ships also unloaded ore from Beni Saf. (35°30'N/1°20'E) [redacted] [redacted] material was needed for annealing steel. All blast furnaces were in good condition again and were working at full capacity.
12. Just above the Kratzwiek plant, a new factory with three large workshops and a new quay had been erected. [redacted] Polish ships loaded chemical products, allegedly fertilizers, alongside the new quay.
13. In the area of the Vulkan Shipyard there lay a large floating crane of about 80 tons lifting capacity. A smaller floating crane with a lifting power of 30 to 40 tons was lying alongside the quay of the arsenal, below the Hakenterasse, in mid-March 1950.
14. On the Arsenal Quay, intensive coal shipping was going on. Loading was done by means of outmoded gantry cranes. Four medium-sized steamers, two Swedish and two Danish, were lying there, taking on coal and coke on 26 March 1950. At the arsenal four new sheds had been erected. Two more, about 50 meters long, were under construction. [redacted] part of the Czechoslovakian transshipments, for which the Free Harbor was growing too small, were transhipped on Arsenal Quay. The volume of the Czechoslovakian turnover, however, did not live up to expectations. A modern icebreaker of 1,200 tons was lying alongside the Hakenterasse Quay in March 1950.

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Reiherwaerder Harbor (Basen Kaczubski) in Stettin

- 25X1 15. On the east side of this harbor, an old coal tippie and two old loading bridges had been demolished. They were replaced by one gantry crane of 10 tons lifting power and two new Soviet cranes, erected on the southern part of the eastern quay.
- 25X1 16. Work on a heavily cemented, half-sunken ore dump has been under way since the beginning of 1950. The dump had not yet been finished by early April 1950. It was fenced in by a strong steel structure.
- 25X1 17. [REDACTED] There were never less than ten large ships under the cranes. Work was done in three shifts. The daily ore-discharging capacity was 4,000 to 5,000 tons, depending on the number of cranes available.
- 25X1 18. The southern and western sides of the basin were fitted with a strong new quay wall with sheet piling (Spundwand). Three new 7-ton luffing cranes had been erected there so far. They were of Belgian origin. A large, modern car tippie capable of taking 40-ton cars was undergoing tests in April 1950. Three new railroad tracks were laid on the western side of the basin. The depth of the water alongside the quay was 27 feet. ***
19. Only large ships were loaded in Reiherwaerder Harbor. At a suggestion of the Polish exporters, motor coasters are to call at the ports of Kolberg or Stolpmuende for minor cargoes, such as 300 or 400 tons of briquettes or coal.

DERUTRA in Rostock

- 25X1 20. DERUTRA in Rostock has asked Swedish shipowners to dispatch minor vessels to Stralsund to load briquettes.

- 25X1 [REDACTED] Comment. The following additional information on the installations of Swinemuende has been received. The information is partially unsubstantiated.
- a. Between Osternothafen and Ostswine, somewhere near Starckenhorst, a plant intended for docking and repairing minor craft was under construction.
- b. Near the coastal artillery battery, whose location has been repeatedly confirmed, there was a radar station. The exact position of the radar station is alleged to be 53°55'16"N/14°16'60"E.
- 25X1 c. In the Friedrichsthaler Forest near the Kaiserfahrt, some old, two-story buildings were observed at approximately 53°51'N/14°16'E. These buildings were under Soviet administration. Soviets in uniform could be clearly made out from the ship. A small landing stage, about 50 meters long, belonged to this area. Two luffing cranes of about 5 tons were observed on the pier. An unpainted, former German midget submarine was berthed there. In addition, various mine-sweeping sets and grapnels were dumped there. The buildings and the landing stage belonged to the former mine depot of the German Navy.
- d. An L-shaped floating dock was observed in the former fishing harbor of Swinemuende in February 1950.

[REDACTED] Comment. A previous report stated that the steamer Asia put into Swinemuende because of engine trouble. The troop embarkation observed was probably only an embarkation exercise of the Soviet troops stationed in Swinemuende.


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 Comment.

A report of 14 January 1950 stated that part of the Reitherwaerder Harbor was under Soviet administration, particularly the coal shipping place at about 53°24'40"N/14°36'50"E . This information has not yet been confirmed.



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